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THRUST

VOLUME 2 — JANUARY 1960 — NUMBER 1

ADMINISTRATOR QUESADA COMMENDS CONTROLLERS

FAA Head Principal Speaker at Dedication of Ultramodern Tower at Newark

General Elwood R. Quesada, Administrator of the Federal Aviation Agency, told some 300 aviation and public officials who attended dedicatory ceremonies of the Newark Airport control tower on January 18th that the "vast and complex air traffic control system", manned and operated by FAA, "has but one purpose -- to regulate the flow of air traffic in the safest possible manner."

The equipment going into the tower, he continued, is "the best available in the world and the people who man it are skilled and devoted public servants."

"I should like at this time to salute these men and women for their devotion," the Administrator stated. "They share with their hundreds of fellow traffic controllers throughout the country one of the heaviest responsibilities for air safety."

General Quesada also paid tribute to the "imagination and foresight" of the Port of New York Authority with whom FAA joined in building the ultra-modern facility which, together with equipment going into it, cost $3,000,000.

Administrator Quesada pointed up

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Administrator Quesada (right) is met at Newark by Acting Regional Manager Blatt

DIVISION HEADS, STAFF OFFICERS DESIGNATED UNDER NEW PLAN

In keeping with the reorganization of the FAA (Dec. THRUST, P/4), Acting Regional Manager Blatt has announced the appointment of individuals to serve as Chiefs of field program divisions following appointments by the Washington headquarters.

Wayne Hendershot was named Acting Chief of the new Air Traffic Management Division; Robert M. Brown, Chief of the Air Navigation Facilities Division; Curtis A. McKay, Acting Chief of the Flight Standards Division; Thomas H. Kuhn, Chief of the Airports Division, and Dr. Thomas C. Gentry, Regional Flight Surgeon.

The Acting Chiefs shall continue their duties pending permanent appointments.

In another notice,

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THRUST

Vol.2 No.1 January 1960 Page 2

Monthly News Digest
Published by and
for Personnel
of

REGION 1

Federal Aviation Agency

●

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Acting Regional Manager

●

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In Ye Ed's Corner

RECOMMENDED READING Tucked away on the next 14 pages of ye ed's favorite journal is some interesting reading from which regioneers might profit by perusing -- if you will pardon our saying so.

Take the "FAAING AROUND" column on page 5. This bit of gossipy news quips composed in lighter vein is intended to entertain but not malign. It is the sort of stuff that we hope will make THRUST as popular with readers as an old reliable shoe.

Then you will want to glance at the first of a series of articles on page 6 dealing with the new health benefit program. A couple of pages over is biographical sketches of Dick Farrell, Jack Hogan and Irv Mark.

On page 9 there begins a story on the responsibilities of FAA engineers.

Next, if you want to know how to revive friend or foe after choking them into another world, by all means read Flight Surgeon Gentry's column on page 10. And should you be interested in sad tales, turn to the new safety page which adorns the inside back cover.

All of this brings *BEWARE OF DEADLINES* us to the contents for the next issue. Ye ed's want copy -- and plenty of it -- from field reporters by February 10. So get on the typewriter and start the items to flowing. We'll do the rest.

FEDERAL SERVICE JOINT CRUSADE BLASTS OFF

Annual Campaign in Region Headed up by Lloyd Young; Blatt Appeals to Regioneers for Full Support

The annual Federal Service Joint Crusade for the benefit of under-privileged persons and groups here and abroad has been launched in region 1 with the appointment of Lloyd N. Young, Acting Chief of the General Safety Division, as chairman. The combined campaign, which officially opened January 22, will continue through March 4.

Acting Regional Manager Joseph D. Blatt, in announcing the drive, made an appeal to all regional personnel to participate.

"Our region's participation will be in keeping with the cooperative spirit expected of all executive departments and agencies," he stated.

The nationwide drive has the wholehearted endorsement of President Eisenhower. FAA Administrator Elwood R. Quesada has been chosen to serve as general chairman for the entire project.

The campaign is strictly on a voluntary basis. Proceeds will be distributed to Care, Radio Free Europe and various national health agencies.

AVIATION ARITHMETIC BOOKLET

The National Aviation Education Council has published a new booklet entitled The Arithmetic of Flying, which is designed to acquaint junior high school students with the uses of mathematics in aviation.

THROUGH HURRICANES 'N ALL

One of the jet transport planes now in production is having rain and wind hurled with hurricane force against its windshield by the manufacturer to find the best means of clearing aircraft cockpit glass so pilots can see despite any downpour.

REGIONAL PERSONNEL SHARE IN AWARDS GIVEN BY FAA IN PAST YEAR FOR IDEAS AND PERFORMANCE

FAA Incentive Program in 1959 Makes Area Group Richer By Over $37,000

Nearly 900 regional personnel, or over 15 per cent of the entire family, contributed suggestions in fiscal year 1959 to the FAA incentive awards program, according to a special statistical report prepared by Washington headquarters.

Monetary-wise, the awards made regional recipients more than $37,000 richer for their efforts.

For 92 employee suggestions adopted from the region, an average of $60 was paid for each one. The 113 personnel receiving sustained superior performance awards drew an average of $187.61, and the 50 members cited for special acts and services averaged $210.

Indicative of the increasing interest in the incentive awards project in the region is that last fiscal year the number of suggestions submitted were substantially higher than in fiscal 1958.

Altogether FAA paid out for 1,426 awards a total of $187,430 during the last 12-month fiscal period to encourage more personnel to contribute imaginative ideas, as well as superior performance, to help the agency fly ahead in this Jet Age to better serve the public interests and national security and defense.

'THE FAA EXISTS FOR SAFETY'S SAKE -- LET'S PRACTICE IT'

VOGEL WINNER OF REGION SAFETY CONTEST

John F. Vogel, Aeronautical Design Evaluation Engineer in the Airframe & Equipment Branch of the Aircraft Engineering Division, has just been selected as the winner of the Regional Safety Slogan Contest which attracted 840 entries according to announcement by Acting Regional Manager Blatt.

The slogan suggested by the winning contestant was "The FAA exists for safety's sake -- let's practice it."

Runners-up in the contest who received honorable mention were Alvin D. Connard, Electronic Maintenance Technician of Charleston, W. Va. ATFO, William E. White, Air Traffic Control Specialist of Norfolk, Va.; Howard R.Cammer Air Traffic Control Specialist of Albany, N.Y.

Heading up the judges panel were Robert M. Brown, Chief of the Air Navigation Facilities Division; Kenneth P. Dyste, Regional Occupational Safety Officer, and Hyman Kaplan, Regional Field Incentive Awards Program Officer.

The purpose of the slogan contest is to improve safety throughout the region by setting goals for safer working conditions and practices and to minimize possible accidents.

By submitting the best slogan among the hundreds of entries, Mr. Vogel will receive a cash prize of $50 at an appropriate ceremony to be announced later.

COPELAND LEAVES FAA

Thomas F. Copeland, air carrier inspector assigned to the LaGuardia Field district office, has been named director of flying training for American Airlines new personnel central flying school slated to open next year.

ADMINISTRATOR SEES JETS SETTING NEW RECORDS IN '60

Administrator Quesada reported in his 1959 year-end statement that "pure jet aircraft will assume the predominant role in air transportation during the forthcoming year."

The FAA Administrator further noted that while the nation's airlines operated more than 75 pure jets in 1959, this year they will add an additional 150 such craft.

"It is thus evident," he said, "the pioneering is over. The jets have proven themselves far beyond everyone's expectations. They will establish new records for service during 1960."

ALBANY MUNICIPAL AIRPORT NEARS COMPLETION

The reconstruction program of the Albany Municipal Airport has progressed to the extent that the familiar Federal Aid sign has been finally affixed on the premises.

The first floor of the new terminal building being constructed at a cost of $1,500,000, will house four airline ticket offices and a cafeteria. The second floor will be available for additional offices as well as a restaurant and other business establishments.

The structure is expected to be completed by next September. A new air freight building is also scheduled to be built, but its completion date has not been announced.

FAAING AROUND

The boss -- with tongue in cheek -- said he wanted a real gossipy column. We said we aimed to please. FAAing Around thus is born . . . Dave Glazer, section supervisor in the Budget and Finance Division and an expert in the payroll tax field, miscued $600 worth of federal exemption when Daughter Laurie Linda came bouncing into the world 9 hours too late to qualify on the 1959 income tax return . . . An argument began over boat speeds after a slight water mishap and despisement for each other thickened, but Dan'l Cupid finally guided Joan Rumpf of Airports Division and Boat Salesman Ken Kalibat to the church altar on January 23 in Long Island . . .

Peggy

Congrats to Lorraine Advocate of Personnel and Roy Smith of Air Navigation Facilities for copping a dancing contest on Ted Steele's dance party. They grabbed off for their cha-cha-cha and lindy exercises champagne and record albums . . . The young ladies seen left and right are Peggy McElligott and Carol Griglik of regional headquarters, whose pulchritude carried them high in the recent Miss Aviation Contest sponsored by the Aviation News. . .

Carol

Fuzzy fedoras are doffed to Acting Deputy Regional Manager and Mrs. Stanley W. Bobskill on the arrival of an heir responding to the name of Glenn James . . . Glass Cage Dep't: Two vandals who cracked a window in an auto parked in a parking lot at Cincinnati's Lunken Airport were surprised by police when the control tower spotlight was thrown on 'em. . . Aside to the Noo Yawk Daily News columnist who, upon learning that FAA had leased 1,500 square feet at Roosevelt Field, asked if the agency hadn't heard the planes are gone. Simple solution. The space was rented for a new district engineers office . . .

Note appearing on government bulletin board advised that "executives who have no secretaries of their own may take advantage of the girls in the stenographic pool! . . Harold Salut of the Columbus FIDO recently took his helmet and goggles out of mothballs to test hop his OX-5 Waco Nine, but he can't find a pair of boots to match the vintage of his aircraft . . .

Rumor has it that a not-too-bright gal thought for eight solid months that a waste-paper chute down to the furnace was a filing cabinet . . . Sign adorning a desk in Airports proclaims "we never make misteaks" . . . Art Blenkle of Plant Engineering returned from a plane trip to find the transmission and drive shaft missing from his car . . . Happy Airman Dept't: A parakeet that entered the traffic pattern at Patrick Henry Airport in Denbigh, Va. without clearance and erred by lining itself up on the tower and making a straight-in approach has recovered nicely and is now a boarder in the home of Controller J. Hennessy . . . Al Grigaitis of Plant Engineering, a whiz at electrical engineering but less adept at nautical chart reading, ran aground a sand bar while boating in Jamaica Bay and was idled for several hours until the Coast Guard could refloat him.

-- E. H. T.

'B-Day' Swiftly Approaches As Health Benefits Begin July 1

EDITOR'S NOTE: The Federal Employees Health Benefit Act of 1959, effective next July 1, is rapidly nearing reality. THRUST, in pushing its avowed policy of keeping Region 1 personnel fully informed on all matters, will endeavor in this and subsequent articles to clarify the subject as much as possible for the Regional family.

To begin with, the Federal Employees Health Benefit Plan permits the government to contribute to the cost of health insurance plans supplementing the employee's contributions. Employee payments will be made through payroll deductions just as in the Life Insurance program.

All the details of the type and extent of insurance coverage have not been worked out but, as a minimum, it is expected that basic health insurance of the kind provided either by Blue Cross and Blue Shield organizations or major insurance companies will be made available.

Participation in the program will be strictly voluntary, but all employees will be eligible to join. Wives and husbands, along with dependent children under 19, will be covered when an employee joins.

In addition to the basic health insurance coverage, each of the plans that will be available will provide "Catastrophic" coverage. This coverage provides protection against the unusual and heavy expense of a serious and prolonged illness.

Initial applicants and their families will not be subjected to physical examinations. Subsequent applicants, however, may be required to take such an examination, and a premium rate based on the age of the applicant may be utilized.

The details of the new program are being rapidly developed by the Civil Service Commission. The Commission has set target dates and the following tentative time table for completion of the steps preliminary to accepting enrollments:

February 1 -- Publication of proposed regulations regarding the program in the Federal Register.

March 15 -- Publication of the approved regulations in final form in the Federal Register.

May 1 -- Release to government agencies of the literature needed to inform employees of the details of the program.

June 1 -- Enrollment of employees in the program will begin.

July 1 -- Health Insurance Plans in effect.

All preliminaries, including distribution of full information on the program, are expected to be completed to permit enrollment of Region 1 employees in the plan they choose before July 1.

The Personnel Division plans to train key employees in the major cities throughout the region before enrollment begins so that they will be able to advise and assist employees in their area.

AETNA INSURANCE CO. CHOSEN AS CARRIER FOR FEHB PLAN

The Civil Service Commission has announced the selection of Aetna Life Insurance Co. as the carrier of the indemnity benefit plan for the FEHB program. The Congressional Act setting up the program provides that the carrier must reinsure with other health insurance companies eligible to participate in the plan.

Biographically Speaking

IN THIS CORNER . . .

The signature of the beaming countenance gazing at you from this angle is almost as well known to regioneers as that of the acting regional manager. You guessed it. He is none other than Richard A. Farrell, our affable Personnel Division chief.

Now that he has been formally presented, he informally goes by the nickname of Dick.

His background is as colorful as his 225-pound frame is handsome. Although a native Noo Yawker, he has lived in London where he received private tutoring.

Dick's charming wife, Olene, is a southern belle, suh, hailing from the heart of Dixie -- Montgomery, Ala. She has presented her Damn Yankee with Son Peter and Daughter Diane.

A World War II air cadet and master gunner, Dick has been with CAA-FAA 12 years, transferring from the Veterans Administration.

His only admitted hobby is fishing. And he steadfastly denies the confirmed rumor that he personally does all of the interviewing of pulchritudinous job applicants coming into regional headquarters.

. . . OVER HERE

Peeping at you in this corner is another potent operator who can bend you to your knees if you really need a favor like a desk or typewriter. You're right again. His monicker is John B. Hogan -- Jack to pals -- and he is regional chief of General Services.

His record reads like something out of Horatio Alger. Besides attending Cornell University and the University of Wisconsin, he has been a carnival midway barker, Alaska gold panner and glacier climber.

What's more, he now is a chef extraordinary, rabbit raiser, furniture refinisher and camper deluxe. The latter he got from long ago visiting many Alaskan Indian and Eskimo villages and exploring their ancient primitive ruins.

It also says here on his record that he is a collector, but he failed to describe his favorite booty. Anyway, we do know that he collected his lovely wife, Evelyn, in Honolulu. His reason for being in Hawaii was a stint in the Army Air Corps.

From the Hogan union have arrived Daughter Kerry and Son John who, at nine months, is looking forward to as checkered a career as that of his Pop who now is calm as a lamb.

. . . AND DOWN THIS WAY

Timidly grinning at you down here is Mr. Money Bags, himself. That means -- as you suspected -- that he is Irving Mark, regional chief of the Budget and Finance Division. His is a hueful career, too. First off, he served in the Air Force during World War II in England, France, Belgium and Germany. Before that he was a public accountant and an economist and senior management analyst.

Irv -- as he is known -- attended New York University and what is now called Bridgeport University, majoring in accounting and business administration.

He came to FAA from the War Assets Administration in 1948, the same year he snitched a Connecticut lady named Zelda Elaine for his bride. She is a former kindergarten teacher, but now to run her ragged are two sturdy athletes -- Steven and Robert.

Dad's avocations include managing little league ball teams and mowing the lawn.

FAA Personnel Master IBM Typewriters

96 PETITE TYPISTS IN HEADQUARTERS TAKE THREE-HOUR COURSE ON HOW TO GET THE MOST OUT OF ELECTRIC MACHINES

Ninety-six typists in Regional Headquarters recently attended a special three-hour course conducted by the International Business Machines Co. The purpose of the course was to train employees to get the most out of the features on IBM electric typewriters and to help train them in the most efficient use of the machine.

The course was based on suggestions made by IBM and FAA division supervisors.

The course instructor was Miss Marie Adamoli (shown standing in the photo), a trainer for IBM who regularly conducts courses for various corporations and schools on this subject.

Regional personnel participating in the course at the time the photo ed was on a bender for a bevy of beauties were Ann Maiese, Vivian Hipps and Lucy Schipani of Personnel; Joan Rumpf and Estelle O'Polyn of Airports; Carmela Napolitano, Joan Stankawits, Mary Lou Mascari, Mary Ann Struzzieri, Kathleen Vacca, Eleanor M. Kluger and Virginia Frankle of Air Navigation Facilities; Elaine Kelly and Beatrice Pierro of Air Traffic Management Division; Ruth Wixon of Budget and Finance and Ella Morano of the Flight Surgeon's Office.

JET AGE INFLUENCES TICKET PROCUREMENT

Not too long ago a new phone rang in the office of the General Services Division. American Airlines was calling to advise that it was prepared to send over a leased telephone circuit an airline ticket requested by Regional headquarters.

Procurement Branch Chief Matthew Unterberg depressed a key on the typewriter and the machine's keys chattered as a pre-punched tape was fed into a machine at the other end of the circuit. The keys raced over the multi-paged, carbon-inter-leaved ticket form.

Then Miss Marilyn Kluber of American Airlines, who was invited for the occasion, detached the first ticket from the machine, validated it and handed it to Acting Regional Manager Joseph D. Blatt in exchange for a travel request.

Needless to say, this new system will prove to figuratively result in the attachment of swept back wings and jet pods to ticketing procedures. The future saving in time and expense that this type of procurement insures in the travel and man hours previously expended is incalculable.

The traveler will henceforth call the airline of his choice which will confirm a reservation and quickly deliver the ticket to the Regional Office via the teletypewriter circuit.

Needless to add, Region 1 is the first FAA office to employ this new ticketing system.

'NATIONAL ENGINEERS WEEK' FEBRUARY 21-27'

His Role in FAA Big One

(This is the first in a series of articles to appear in THRUST on the various operations and functions that makes FAA click. The following report on the responsibilities of engineers - no matter their specialty - was prepared by Seymour Oberlander of the Plant Engineering Branch of the Air Navigation Facilities Division.)

Civil, Electronics, Aeronautical, Mechanical, Electrical!

To many people, these words may have little significance. But to those of us within the Federal Aviation Agency, they are readily associated with the title of "Engineer."

The week of February 21 - 27 has been designated as "National Engineers Week", during which individuals and the profession will be honored and publicized throughout the nation.

We read in our newspapers almost daily of engineers associated with glamourous major private endeavors as well as our various space programs.

Yet, few of us stop to realize that working almost side by side with you is a dedicated group of people who hold those titles and perform vital day to day functions which compliment and supplement the work of all our employees to make our organization the vigorous one that it is.

Just why is the engineer in FAA so important and why is he entitled to share in the plaudits of his "Week?"

Our civil engineer is responsible for the construction of the physical plant of the vast network of air navigational aids including enroute and terminal facilities. In this capacity, he climbs the mountains or walks the swamps in selecting the sites, he is both a public relations man and country lawyer in obtaining property rights.

He plans, designs, supervises the construction of, produces and maintains the finished roads and structures of the tools which are indispensable to the air traffic controller.

In our participation in the development of our nation's airports he works closely with airport sponsors in planning and advising toward a system of airports capable of meeting the nation's future needs.

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Who Does What

BAKKE EXPLAINS ROLE OF FAA AND CAB IN PROBE OF AIR ACCIDENTS

Want to know what role FAA plays in air accident investigations? Oscar Bakke, director of FAA's Bureau of Flight Standards and former head of the Safety Bureau of the Civil Aeronautics Board, explains it thusly:

FAA investigates an accident to see if the probable cause is an equipment failure or malfunction that might happen all over again unless prompt corrective action is started. On the other hand, CAB investigates an accident to find the probable cause.

Simple, huh?

LAW HANGS OUT SHINGLE

Howard G. Law, Jr. has relinquished his position as Supervising Air Carrier Safety Inspector, headquartered in Jamaica, N.Y., to join the New York City law firm of Spiser, Quinn and O'Brien.

a word to the wise...

by
DR. THOMAS C. GENTRY
Regional Flight Surgeon

A new - yet very ancient - method of reviving victims of shock, drowning, and other accidents is fast coming into use everywhere. It is known as the mouth to mouth or "Biblical" system, so-called because the prophet Elisha revived a dead boy by putting "his mouth on his mouth".

It is far superior to the older life-restoring methods because it assures passage of air into the victim.

The idea is to get the patient on his back with his head tilted well backward. Then place your left hand between his teeth, seal off his nostrils with your right hand and blow enough air into his mouth to make his chest move, repeating every three or four seconds.

This method is believed to be better than the older Schaefer prone-pressure method or the newer Sylvester method.

The air that a person blows into another person's lungs has a high percentage of carbon dioxide in it, which is known to stimulate the respiratory center in the brain.

Thus, the new method is preferable because it actually gets air into the sick person's lungs and the carbon dioxide acts as a stimulant to the respiratory center.

A plastic apparatus that fits into the patient's mouth is available at many places for $1. With it actual contact with the patient's mouth is not necessary.

The U. S. Army, the U. S. Navy, U. S. Public Health Service and the FAA Civil Air Surgeon have all approved this new method.

ACSD ROLL CALL REVEALS NEW PERSONNEL

New Faces in N. Y. Area, Boston

Air Carrier Electronics Inspector Larry Bottie is the most recent addition to the LaGuardia electronics staff. Larry comes from Trans World Airlines where he spent several years in the Service Engineering group.

Benjamin Slavin has also entered on duty at LaGuardia. He has an extensive and varied background in the field of aviation. He served in the U. S. Air Force as a multi-engine flight instructor during World War II and in recent years has been chief pilot and captain for Meteor Air Transport and Coastal Cargo.

Charles R. Bennett is another new arrival at LaGuardia. He was educated at the University of Toledo. He served in the Navy during World War II and again during the Korean conflict.

After Korea he was employed by the Upjohn Co. in Kalamazoo as a sales representative and moved on to Pan American Airways in 1956. He had served since that time as a co-pilot and flight navigator.

Joseph Barbieri has bolstered our staff of air carrier maintenance inspectors in the Idlewild Air Carrier District Office.

Joe came from the Grumman Aircraft Corp. where he was a systems instructor concerned with the new "Gulfstream". Prior to this, he spent several years in responsible positions in the Maintenance Department of Seaborad and Western Airlines.

Clifford Rowbottom has been appointed an air carrier operations inspector on Dick Skully's staff at Idlewild. He has a most unusual background. He was born in Oldham, England. Prior to World War II he was a draftsman in a textile manufacturing plant. During World War II he was a flight officer in the Royal Air Force. He has served as a pilot and

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HIGH SPEED ELECTRONIC DIGITAL COMPUTERS IN REGIONAL USE

The past few months have seen the installation of high speed electronic digital computers at five regional Air Route Traffic Control Centers. Present plans indicate all of them will be in complete operation early this year.

Many refinements of the present day computer operation are planned for the not too-distant future, including automatic strip stuffers and a strip delivery system that will expedite the transportation of the strips to the sectors involved.

The computers prime contribution will be to relieve the air traffic controller of the present burden of paper work and routine arithmetic calculations, and present him with a neater and more accurate display of flight data.

The computers are located at centers in Cleveland, Pittsburgh, Boston, Washington and New York.

Division Heads, Staff Officers Designated

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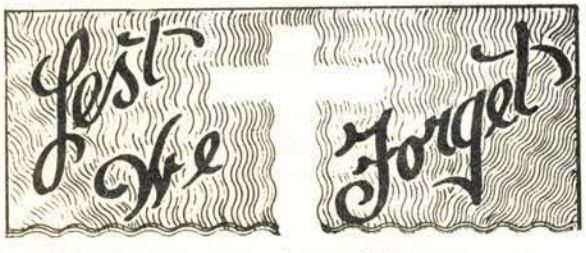
the Acting Regional Manager designated personnel to act in the performance of certain regional functions pending receipt of reorganization instructions from the FAA Administrator.

Stanley W. Bobskill was designated Acting Deputy Regional Manager; Eual H. Thornton, Acting Regional Public Affairs Officer; and Anthony R. Aliffi, Acting Regional Management Analyst.



JOHN S. DE LUCA, airworthiness inspector, Teterboro, December 10.

HERMAN L. BAHNY, air traffic control specialist, Jamaica, January 12.

PHILIP F. LYNG, air traffic control specialist, Lebanon, January 25.

ADMINISTRATOR QUESADA PRAISES CONTROLLERS

Administrator Quesada and Newark Deputy Mayor Robert A. McKinley (center) stand by as Chairman S. Sloan Colt of the Port Authority of New York simulates instructions to pilots over the mike in the cab of the new Newark Airport control tower.

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the need for such a tower in the New York area by emphasizing that the metropolis is the busiest aviation area in the world.

Pointing out that New York area airports generated nearly 900,000 aircraft movements in a recent 12-month period, he declared that Newark is part of a vast gateway serving the world's heaviest concentration of international and domestic air traffic from Ft. Wayne to Singapore.

Other officials taking part on the program included S. Sloan Colt, Chairman of the Port of New York Authority who presided over the dedication ceremonies and Deputy Mayor Robert A. McKinley of the City of Newark.

Expedite Air Navigation Facilities Salary Checks

The Air Navigation Facilities field maintenance payroll has been revised to identify the location of employees by ATDO and ATFO numbers in order to expedite processing and distribution of salary checks, Chief Irving Mark of the Regional Budget and Finance Division has announced.

He said it was important that all time and attendance reports, as well as all other forms and correspondence directed to the division, provide ready identification as to the ATDO and ATFO numbers.

This includes application for advance of travel funds, travel vouchers, payroll bond deduction authorizations and W-4 tax withholding forms.

ENGINEERS--ONE'N ALL--PAID TRIBUTE

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Our electrical engineer is concerned with the provision of adequate electrical power to each electronic and lighting aid to navigation. In this capacity he negotiates with utility companies, designs, inspects and maintains the installation of power lines and power distribution.

At most facilities, he provides for the emergency generators which are required to assure the continuity of electrical power. The end results of his labors are the reliability of the facility and the comfort of the operating personnel.

Our electronic engineer is responsible for the installation, tuning, testing, adjustment and maintenance of the electronic components of the navigational aids, radar aids and communications network within the physical plant provided.

He designs or modifies equipment required to fit the demands of air traffic.

Through his combined efforts with the civil engineer, a highly complicated system is brought to the fingertip switches of the air traffic controller.

Our aeronautical engineer is concerned with the safety and performance of new and existing aircraft and their associated internal systems and equipment.

From the drawing board to the FAA stamp of approval, he literally lives with the design from its inception thru its intricate test and development programs into the actual flight article.

This entails the establishment of the structural strength and integrity of the air-frame and its freedom from flutter and vibrations under all flight conditions and the reliability of the electrical, pneumatic, hydraulic, air-conditioning, pressurization, de-icing, heating, lighting, instrument and navigation systems.

Our mechanical engineer is concerned with the evaluation for structural integrity and operational characteristics of the engines and propellers installed in our present-day aircraft.

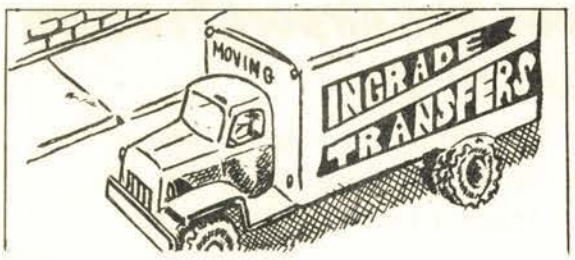
Before an engine or propeller can be certified for use in an aircraft, he must set forth the details of the test program, witness the critical phases of testing and analyze the results.

His knowledge is concentrated on such subjects as vibration, fuel and lubricants, ice protection, control systems and power ratings.

His concern extends to the installation of the engine or propeller in all aircraft whether it be a helicopter, single-engine light aircraft or the multi-engine jet powered aircraft.

Once certified he maintains constant vigilance with regard to the continued airworthiness of the engine and propeller.

This briefly is the Engineer in FAA. Whatever your position, look around you and you'll recognize his hand. We can all be proud of his contributions to our agency and be assured that he has earned his right to "National Engineers Week."



GENERAL SAFETY DIVISION

Harry D. Kline, from Alexandria to Washington. . .

AIR TRAFFIC CONTROL DIVISION

Alan H. Roundy, from Augusta to Old Town. . . William R. Crimbring, from Baltimore to Atlantic City. . . Raymond W. Stone, from Boston to Jamaica. . . William J. Wilkinson, from Boston to North Philadelphia . . . Stanley R. Ash, from Charleston to Covington. . . Walter H. Kern, from Cincinnati to Washington. . . Richard E. Kelsey, from Cincinnati to Dayton. . . David R. Hyder, from Cincinnati to Covington. . . Raymond Conover, Jr., from Elmira to Jamaica . . . George G. Givens, from Elmira to Washington. . . Henry Iuliano, from Huntington to Washington. . . Barth J. Register, from Massena to Rome. . . William H. Hoge, from Morgantown to Charleston. . . Charles E. Kienitz, from Newport News to Dayton. . . James W. Lamon, from Newport News to Washington. . . Bertrand R. Messmer, from Niagara Falls to Erie. . . William J. Adair, from Jamaica to Rome. . . Ernest E. Whitcomb, from Jamaica to Dayton. . . Stephen G. Carhart, from Jamaica to Rome. . . Rudolf R. Boremski, from Jamaica to Cleveland. . . Eulis G. Ramage, from Paducah to London. . . Anne M. Shields, from Philadelphia to Washington. . . Ronald E. Jeffries, from Philadelphia to Teterboro. . . Jamison Hurst, Jr., from Philadelphia to Atlantic City. . . Albert C. Horvath, from Philadelphia to Williamsport. . . James W. Keltner, from Pittsburgh to Louisville. . . James R. Hamm, from Pittsburgh to Atlantic City. . . Lester V. Lefebvre, from Pittsburgh to Jamaica. . . David A. Morgan, from Pittsburgh to Parkersburg. . . Raymond L. Shannon, from Washington to Atlantic City. . . James D. Hetherington, from Youngstown to Pittsburgh.

PROPOSED FAA PERSONNEL LEGISLATION GOES TO BUREAU OF BUDGET

Word has been received from Fordyce W. Luikart, Assistant Administrator for Personnel and Training, concerning the current status of the proposed FAA personnel legislation.

Mr. Luikart reports that the proposed legislation was finalized and forwarded to the Bureau of Budget for interagency clearance. When clearance is obtained from the Bureau of Budget and it is ascertained that conformance with Administration policy is assured, full details regarding the FAA proposal will be announced.

The portion of this proposed legislation pertains to such questions as special qualifications and training necessary for advancement, provisions for pay increase, retirement, and hours of service, and proposals of special personnel problems.

NEW PERSONNEL LANDS WITH AIR CARRIER SAFETY

-- Starts on Page 10

captain of KLM Royal Dutch Airlines, Meteor Air Transport, Inc., Quaker City Airways, Inc., Coastal Cargo Co., American International Airways, Global Airways and Regina Cargo Airlines. He is qualified as a flight navigator and is a welcomed addition to the staff of Region 1.

We are glad to welcome air carrier maintenance inspector John Swart to the Newark ACSDO. He has been associated with the industry for many years. Most recently he was technical advisor to a number of air carriers. Prior to this he had been superintendent of maintenance for Meteor Airlines, Inc.

Mr. Edward F. Michaud has entered on duty at the Boston ACSDO. He was born in Bangor, Maine and received a BS degree from the Louisiana State University. He served in the Navy from 1940 to 1945. Since that time he has served as an airline captain. His most recent employment was as an executive pilot for the Bell Aircraft Corp. in Buffalo, N. Y.

Regional Engineers Map Federal Aid Airport Program

1960 PROJECTS EXPECTED TO BE ANNOUNCED IN MARCH AND WORK BEGINS JULY 1

During the January 4-20 period, a conference of Region 1 district airport engineers was held in Regional Headquarters for the purpose of discussing the 1961 Federal Aid Airport Program.

Results of this programming of proposed projects are expected to be announced in March and construction will commence after next July 1.

District airport engineers attending the conference were Hugh C. Card of Columbus, Richard T. Puckey of Harrisburg, E. Fletcher Ingals and Gabriel S. Cristofalo of New York, William E. Cullinan of Portland, Reginald L. Reed and Bernard F. Tague of Boston and Ralph W. Schreiber of Washington.

Representing Regional Headquarters were Thomas H. Kuhn, chief of the Airports Division; Joseph W. Mott, Jr., deputy chief; Thomas F. Lynch, chief of the Program Administration Branch; F. A. Carboine, chief of the Engineering Branch and Arthur F. Chargois, chief of the Planning Branch.

GSDO 1-9 News Bits

TRANSFERS AND BOWLING TOP PHILLY ACTIVITIES

It was with sad hearts that we saw Inspector Charles F. Hall transfer to the Pittsburgh GSDO. However, our sadness was lightened with the arrival of Inspector John J. McCarthy with his vast experience and cheery manner. We are sure the personnel at Harrisburg must miss him also.

James W. Purvis has been assigned to the Philadelphia GSDO for training. His nice quiet ways and accompanying southern drawl can now be included with our other assets.

Two gals at Philadelphia GSDO, Pat Wolfe and Ann Geiger, finally interested sufficient other females at the airport to start a bowling team, to be known as the "Plane Janes".

— Anne M. Geiger, NY-258-9

ATMD TAKE OFF

Pilots Fooled by Jet Exhaust Noise Created by Cleaning of Steam Lines

According to M. Oates, deputy chief of the Philadelphia Tower, a new twist in the noise abatement program happened at Philadelphia recently.

Two airline pilots on the approach to the instrument runway (runway 9) requested of the local controller what traffic he had in the vicinity of the outer marker. A bit amazed, he advised no known traffic.

Approximately three minutes later, a light aircraft on the approach to the runway advised the controller that he was pulling out of the traffic pattern on account of jet traffic in the vicinity of the outer marker.

By this time the local controller, becoming a little concerned by two reports of jet traffic, advised the Chief Controller of the incident.

Investigation disclosed that the Philadelphia Electric Co. plant at Eddystone, which is located four miles west of the instrument runway, was cleaning their steam lines into the turbines, thus creating a noise similar to the jet exhaust.

Since the last issued of THRUST, many personnel changes have occurred within the Planning Branch, Air Traffic Management Division.

Walter Moylette, NAFEC; Raymond Stone Boston Center; William A. Williams, Newark Tower; Nathan Sattler, New York Center; Morris Rosen, New York Center; Isidore Goode, NY-522, have all joined the ranks of our Planning family.

Two new members were welcomed to the Procedures Branch staff, namely Raymond C. Finnen and Louis H. McCaughey. Both these boys have been with the FAA for many years. Ray came to us from La-Guardia Tower and Lou from Norfolk Center. Welcome aboard fellers.

SPOTLIGHT ON SAFETY

THE VICIOUS PENCIL

by Amy M. Van Tassel

My "Chief" is very unhappy with me.
What do you think that I did?
Right in the midst of the "Safety Campaign"
I stepped on a pencil and slid.

The pencil was lurking there waiting for me
As I came 'round the corner of the desk.
The dance that I did when I slipped on it
Must really have been most grotesque.

The result of my brief little dance on the pencil
Was a miserable week spent in bed
With a brace on my back and one on my neck,
As well as a poor aching head.

My head ached to think of the lost working hours,
The doctor's expenses and such.
But who would expect just a little old pencil
Could injure a person so much?

This just goes to show that care must be taken
Whatever your job may be.
For loss of work hours and miserable workers
Cut down our efficiency.

Sad as this poem sounds and hopeless as the victim appears, this is a true incident that occurred to the poetess at the Airways Technical District Office in Erie, Pa.

— laugh, clowns, laugh —

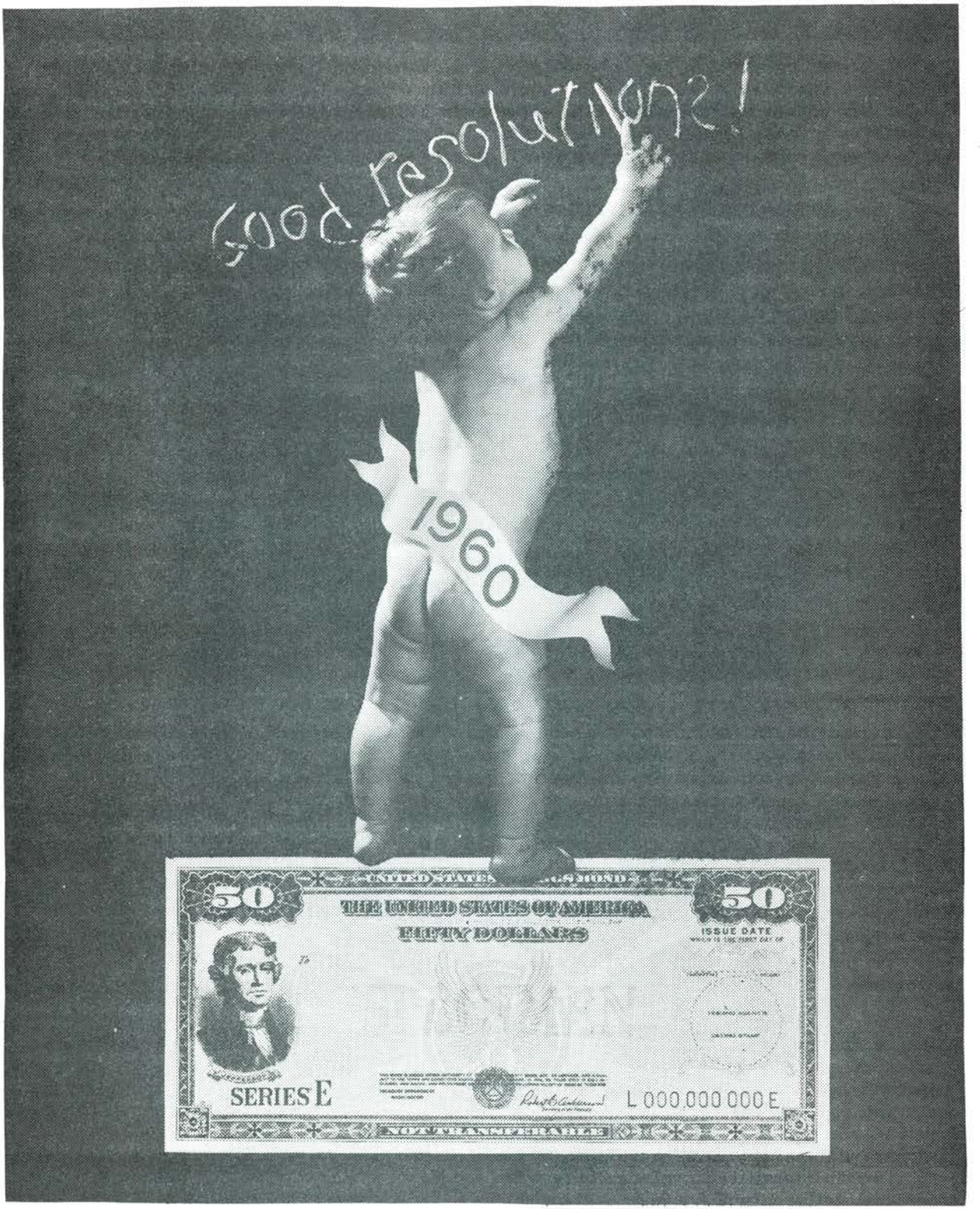
Superstition says going under a ladder is bad luck. Common sense says climbing up a defective one is bad judgment.

A couple of fellows in the office were discussing a newly-hired secretary. One asked if she could add, type or take shorthand.

"No" was the reply, "but she can certainly distract."

Confucius Asks....Did you hear about the guy who has invented frozen band aids? They're for cold cuts.

Science Fiction....Considering all the recent happenings, it's plain that man's next challenge is the conquest of space -- parking space, that is.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